

The California Bicycle Summit

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C O M M U N I T I E S



THE CALIFORNIA BICYCLE SUMMIT:

TOWARD BICYCLE-FRIENDLY COMMUNITIES

Sixty people from throughout California met in Sacramento on March 5-6, 1998, to identify ways to increase the use of bicycles for local transportation. The California Bicycle Summit brought together representatives of local and state government, public safety organizations, transportation agencies, businesses and advocacy organizations. The group was charged with establishing principles for bicycle-friendly communities and charting actions to make bicycling a safer and more commonly used mode of transportation.

The summit was held under the auspices of the California Air Resources Board, the California Department of Health Services, California State Parks, California Department of Transportation, and the California Office of Traffic Safety. The multi-agency project recognized the many benefits to Californians from increased bicycling, including reduced air pollution and traffic congestion, improved cardiovascular health, disease prevention, and enjoyable transportation and recreation.

Participants met as a whole and in smaller groups to assess the strengths, weaknesses, obstacles and opportunities for bicycling in California communities.

From these discussions, the participants developed a set of guiding principles to boost bicycle use and safety. They identified strategic objectives focused on education, funding, land use, and partnerships and then developed action plans to achieve those objectives.



GUIDING PRINCIPLES FOR

BICYCLE-FRIENDLY COMMUNITIES

A bicycle-friendly community values bicycling and takes action to include it as an integral part of the social and physical infrastructure. This means:

- A well-designed network of roadways, bicycle lanes, paths and trails throughout the community makes bicycling safe, convenient and enjoyable. The transportation system accommodates access to bicycle users of varying skill and socioeconomic backgrounds.
- Planning and design decisions promote a compact urban form with a variety of land uses in every neighborhood.
- Policymakers institutionalize bicycle use through regulatory documents such as community general plans, design guidelines and public works standards.
- Motorists and bicyclists use roadways in a manner that respects the needs and safety of each other. Education is provided to motorists and bicyclists on sharing the road safely.
- The public transportation system encourages and provides for intermodal use by bicyclists.
- Bicycle and pedestrian modes receive high priority for funding when transportation improvements are considered.
- Vehicle Code laws and local ordinances are equitably enacted and enforced. Traffic law enforcement protects bicyclists and motorists alike.
- Local leaders set a good example and create a positive media profile for bicycling. Public awareness and marketing campaigns are implemented to promote safe, health, fun and efficient bicycling.





PLANNING FOR ACTION

To move closer to realizing the vision of bicycle-friendly communities, Summit participants developed four key objectives. For each objective, specific actions steps were proposed as summarized below.

THROUGH EDUCATION, IMPROVE SAFETY, DESIGN, POLITICAL SUPPORT AND AWARENESS OF BICYCLING

- Train planners and engineers in the design of bicycle-friendly communities.
- Develop partnership-based statewide bicycle safety programs.
- Involve students in design and safety programs.
- Inform elected and appointed officials of the value of bicycle transportation.
- Provide consumer-oriented bicycle safety information at point of purchase.
- Implement bicycle traffic schools.
- Conduct a statewide bicycle study to determine usage, crash types, and injury and fatality rates.
- Provide education to law enforcement on bicycling and laws affecting bicyclists.

PURSUE THE EQUITABLE ALLOCATION OF TRANSPORTATION FUNDS TO BICYCLE PROJECTS

- Establish policies or legislation that integrate bicycle facilities into transportation project planning and design. Require that transportation projects that degrade bicycle, pedestrian or transit use will not be funded.
- Determine an equitable funding split for new bicycle facilities and for the repair and maintenance of existing facilities.
- Develop fund collection systems that reflect the true cost of automobile driving.
- Improve funding for the education of motorists and bicyclists on safely sharing roadways.



INTEGRATE BICYCLING INTO THE LAND USE AND CIRCULATION DECISIONS OF EACH COMMUNITY

- Develop coalitions for advocacy of bicycle-supportive land use decisions at the federal, state and local levels.
- Encourage the inclusion of Summit principles and objectives in local general and specific plans.
- Develop and implement land use patterns that encourage a mix of uses conducive to bicycle use.
- Provide all elected officials and candidates with copies of the *Ahwahnee Principles for Resource-Efficient Communities* adopted by the Local Government Commission and the Federal Highway Administration report on *Best Practices: Improving Conditions for Bicycling and Walking*.

DEVELOP PARTNERSHIPS TO INCREASE BICYCLE USAGE IN CALIFORNIA

- Create or enhance local bicycle advisory committees in each community.
- Link local, regional and county bicycle advisory committees.
- Charter a diverse statewide bicycle advisory committee, including Summit sponsors.
- Request legislation to establish a statewide bicycle/pedestrian task force.
- Conduct community organizing workshops, including training in “how government works.”
- Identify allies and look for ways of achieving mutual goals.

NEXT STEPS

Along with these proposed actions, key implementing agencies and time frames were discussed. A statewide steering committee is addressing Summit follow-up activities.

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ORGANIZATIONS REPRESENTED

American Planning Association, California Chapter
Association for Commuter Transportation
Bay Area Air Quality Management District
California Bicycle Coalition
California Bicycle Safety Network
California Bike Commute
California Franchise Tax Board/FRED TMA
California Highway Patrol
California Parks and Recreation Society
California Transit Association
Center for Livable Communities, Local Government Commission
Central City Transportation Management Association, Sacramento
City of Chico
City of Davis
Contra Costa County
Council of Fresno County Governments
East Bay Regional Park District
Federal Highway Administration
Kaiser Permanente
Los Angeles Department of Transportation
Los Angeles Unified School District
Mogavero Notestine Associates
National Park Service
Rails to Trails Conservancy
Rio Vista Police Department
Ryan Snyder Associates
Sacramento Area Bicycle Advocates
SAFE MOVES
San Diego Association of Governments
San Francisco Bicycle Coalition
San Joaquin Valley Unified Air Pollution Control District
Santa Clara Valley Transportation Authority
South Coast Air Quality Management District
Stanislaus Area Association of Governments
Tahoe City Public Utilities District
The Rest Stop, Sacramento
Twelfth Council District Transportation Management Association, Los Angeles
University of California, Davis Transportation and Parking Services
Yolo County Transit District

CALIFORNIA BICYCLE SUMMIT CO-SPONSORS

- **California Air Resources Board**
- **California Department of Health Services**
- **California State Parks**
- **California Department of Transportation**
- **California Office of Traffic Safety**

